BILLINGS LEGEND

NAVAIDS — NORTH

Airports having Control Towers are shown in Blue; all others in Magenta. Consult Chart Supplement for details involving airport lighting, hours of operation, etc. Airports with a rotating beacon are found in all colors except Sectional Aeronautical Charts.

AIRPORT DATA

- Other than Hydrographic Features
- Hard surface runways 1500 ft. to 8069 ft. in length
- Hard surface runways greater than 8069 ft. or with usable length adjacent taxiways
- Hard (or) soft (turf) surfaced runway. Dirt/gravel surfaced runway. Sand/water surface runway. Intermittent runway
- All recognizable hard surfaced runways, including those closed and under construction

ADDITIONAL AIRPORT INFORMATION

- Private (Pvt) - Use public use having rotating beacon
- Military - Other than fully-controlled; all military airports
- Seaplane Base
- Heliport
- Ultralight Flightpark
- Gliderport
- Balloonport
- Airport with unicom, multicom, or CTAF but no tower
- Airport with control tower
- Airport without control tower

Airports having one of the marks around basic airport symbol: Consult Supplement for details and availability of fuel, oxygen, maintenance, and other services.

- Rotating airport beacon in operation (lunar) in Sunrise/Sunset
- Rotating beacon not operating (dim) or operation unknown

AIRPORT TRAFFIC SERVICE AND AIRSPACE INFORMATION

- Class B Airspace (Generally, that airspace from the surface to 10,000 feet MSL surrounding the nation's busiest airports)
- Class C Airspace (Generally, that airspace from the surface to 4,000 feet above the airport elevation surrounding those airports that have an operational control tower)
- Class D Airspace (Generally, that airspace from the surface to 2,500 feet above the airport elevation surrounding those airports that have an operational control tower)
- Class E Airspace with floors of 700 feet or less above surface are charted on Sectional Aeronautical Charts
- Class E Airspace with floors of 1,200 feet AGL are charted on Sectional Aeronautical Charts
- Class E Airspace with floors of 1,200 feet AGL or greater above surface are charted on Sectional Aeronautical Charts
- Class E Airspace with floors of 14,500 feet MSL or greater above surface are charted on Sectional Aeronautical Charts
- Class E Airspace greater than 14,500 feet MSL charted on Sectional Aeronautical Charts
- Class G Airspace (Uncontrolled airspace) extends upward from the surface or designated altitude to the overlying controlled airspace. Charted on Sectional Aeronautical Charts
- Restricted, Prohibited, and Warning Areas
- Short-time and Military Operations Areas (MOA) are not charted on Sectional Aeronautical Charts
- Special Airport Traffic Area (SATA) and Special Airport Traffic Area (SPATA)
- Parachute Jumping Areas
- Wilderness Areas, National Parks, and Monuments
- Mode C Veil (Ceiling 10,000 ft. and below, with some exceptions)

COMMUNICATION BOXES

- 123.4 — CONTROL TOWER — 121.9 — GROUND CTAF
- 122.8 — FLIGHT SERVICE STATION — 255.4 — UNICOM

Heavy black line encircles Flight Service Station (FSS). All other frequencies are VHF unless otherwise specified. All radios frequencies are not shown above levels.

- Transmit and receive
- Receive only

Frequencies above 300 mhz (but are rounded to the nearest tenth) require 25 kHz channel spacing. Some communication may be available on nearby navigational aid (see Chart Supplement for channels/ identifiers).

RADIO AIDS TO NAVIGATION

- VHF Omni-Directional Range (VOR)
- VOR/DME
- VORTAC
- TACAN
- Non-Directional Radio Beacon (NDB)
- VOR, TACAN and NDB Navaids are identified by their Morse Code identification or by voice, e.g., PSB Duluth, Minn. VOR
- VOR - DME

OBSTACLES

- Obstacle (Man-made) 1,000 feet AGL or higher
- Group Obstacle (Man-made) where 1,000 feet AGL or higher
- Wind Turbine Farm
- Wind Turbine
- Elevation of the highest obstacle in a given quadrangle, rounded up to the next 100 feet, with known obstacles 1,000 feet above the highest terrain feature in the quadrangle
- Elevation of the highest terrain feature in a given quadrangle, rounded up to the next 100 feet, with known obstacles 1,000 feet above the highest terrain feature in the quadrangle
- Mountain Pass
- Tunnel
- Overhead Power Line
- Underground Power Line

MISCELLANEOUS

- Aeronautical Planning Area
- Area Navigation (RNAV) Direct Operations
- Military Training Routes (MTR) – Visual Flight Rules (VFR)
- Instrument Flight Rules (IFR)
- Unmanned Aircraft Systems (UAS) Facility Maps
- Parachute Jumping Area
- Glider Operations
- Hang Gliding Activity
- Ultralight Activity
- Aerial Refueling Track
- Aerial Refueling Area
- Published VFR-recommended route
- Unpublished VFR-recommended route
- VFR/IFR VFR Waypoints
- Obstruction Light
- Obstruction Light on Obstruction
- Obstruction Light on Group Obstruction
- Marked (Flashing) Obstruction
- Aerial Cable
- Navigable Waterway
- Navigable Waterway Locks
- Navigable Waterway Dam

TOPOGRAPHIC INFORMATION

- River, Intermittent River
- Canal, Ditch
- Lake, Intermittent Lake
- Reservoir
- Shoreline
- Glacier
- Land Below Mean Sea Level
- Rapids
- Falls
- Woods
- Urban Area (built-up area)
- Levee
- Spot Elevation (Ground Above Sea Level)
- Depth Curve
- Sea Bottom Surface Features
- Breakwater, Pier
- Seaplane Operating Area
- Submarine Cable
- Submarine Pipeline
- Shipwreck
- Sounding
- Coral Reef

Features normally used as checkpoints for controlling VFR traffic are emphasized on this series of charts so they may be easily identified.

Example: ▲ POWER PLANT

The name shown is that used by the controlling personnel and is not necessarily the official name of the feature.

CAUTION: Unmanned Aircraft Systems (UAS) may be approved to operate above critical infrastructure including obstacles and linear features such as power/voltage powerlines ... and railroads. Check NOTAMs and see AIM for details.

NOTE: Airports outside the U.S. Flight Information Region (FIR) are shown with the standard ○ symbol. Only the airport names and ICAO identifiers are shown.

NOTE: Limited chart information provided outside of U.S. airspace. Refer to DoD IFGs or foreign charts and flight information publications outside U.S. airspace.

NORTH AMERICAN AEROSPACE DEFENSE COMMAND (NORAD) PROCEDURES – All aircraft operating in the U.S. national airspace, if capable, will maintain a listening watch on guard frequencies MF 121.5 or UHF 243.0. It is incumbent upon all pilots to be familiar with procedures outlined in Publication 14-3, "Emergency Air" section 3.6.13 for intercept procedures. Additionally, if U.S. military fighter jets intercept an aircraft and flares are dispensed in the area of that aircraft, seabirds will be present. Pilots are requested to immediately contact the nearest FSS on guard MF 121.5 or UHF 243.0 and follow the intercept and/or lost contact ICAO signals. Be advised that non-compliance may result in the use of force.

MILITARY TRAINING ROUTES (MTRs)

IR/VR and VR MTRs are shown, and may extend from the surface upwards. Only the route centerline, direction of flight along the route, and the route designator are depicted. Route width is not depicted.

DoD users refer to Area Planning AP/1B Military Training Routes North and South America for current routes.

Flight Following Services are available on request and highly recommended in and around Class B, C, and TRSA areas.

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For weather camera information visit https://weathercams.faa.gov

You are requested to inform us of chart errors and/or additions that come to your attention. Please write to the Aeronautical Information Services at the address on the website at http://faa.gov/air_traffic/flight_info/aeronav/ prior to contacting us via toll free number at 1-800-638-8972 or visit https://www.faa.gov/air_traffic/flight_info/aeronav/aero_data/ Aeronautical Information Services, Attn: AJV-A2, 1305 East-West Highway, 802 Suite 4402, Silver Spring, MD 20910-3281.

Class E Airspace within the United States extends up to 14,500 feet MSL. At and above this altitude all airspace is designated Class A. Class A airspace within the United States is 180 feet above the terrain and certain special use airspace areas.

REPORTING CHART ERRORS

Lambert Conformal Conic Projection Standard Parallels 41°30' and 48°44'
Horizontal Datum: North American Datum of 1983 (World Geodetic System 1984)

CONTOUR INTERVAL 500 feet
or
HIGHEST TERRAIN elevation is 11370 feet located at 44° 7'.28" N. x 107° 11'.16" W.

Spot elevation, ... 4254
Approximate elevation, ... + 300

CONVERSION OF ELEVATIONS

FEET (Thousands) 0 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37

METERS (Thousands) 0 1 2 3 4 5 6 7 8 9 10

BILLINGS SECTIONAL

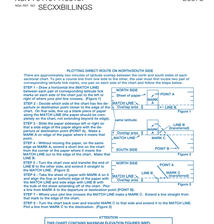
SECTIONAL AERONAUTICAL CHART SCALE 1:500,000

NAVAIDS — NORTH

Federal Aviation Administration

EFFECTIVE 0901Z **19 MAR 2026**
TO 0901Z **14 MAY 2026**

Consult NOTAMs for latest information
Consult/Subscribe to FAA Safety Alerts and Charting Notices at:
http://www.faa.gov/air_traffic/flight_info/aeronav/safety_alerts/



Published from digital files compiled in accordance with Interagency Air Committee specifications and agreements approved by Department of Defense - Federal Aviation Administration.

Warning: Refer to current foreign charts and flight information publications for information within foreign airspace.

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Item No. SECXXBILLINGS

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PLOTTING DIRECT ROUTE ON NORTH/SOUTH SIDE

There are approximately six minutes of latitude between the top and bottom sides of each sectional chart. To plot a course line from one side to the other, the user must first locate two pair of corresponding latitude lines which are the same distance from the north and south sides of the chart and follow the steps below.

STEP 1 - Draw a horizontal line (MATCH LINE) between each pair of corresponding latitude lines on the north and south sides of the chart. To the right of where your plot line crosses. (Figure 1)

STEP 2 - Decide which side of the chart has the departure or destination airport (POINT A). Place a mark (MARK A) on an edge of the paper where it meets the MATCH LINE (the upper sheet of paper, partially on the chart, not extending beyond its edge).

STEP 3 - Without moving the paper, on the same side as MARK A, extend a short line on the chart edge (not the paper edge) from the point on the MATCH LINE out to the edge of the chart. Make that line LINE A. (Figure 2)

STEP 4 - Without moving the paper, on the same edge as MARK A, extend a short line on the chart edge (not the paper edge) from the point on the MATCH LINE out to the edge of the chart. Make that line LINE B. (Figure 3)

STEP 5 - Turn the chart over and transfer the end of LINE A and LINE B to the opposite extend it straight to the MATCH LINE. (Figure 4)

STEP 6 - Take the sheet of paper with MARK A on it and place MARK A on the destination airport (POINT A) on the MATCH LINE and side edge with LINE B on it. Mark the point where the paper edge crosses the MATCH LINE as a line from MARK A to the departure or destination point (POINT B).

STEP 7 - Turn the paper over and transfer MARK A to the MATCH LINE make a MARK C. Extend a line straight from that mark to the edge of the chart.

STEP 8 – Turn the chart back over and transfer MARK C to that side and extend it to the MATCH LINE. Place a line from MARK C to the destination. (Figure 5)

ATTRIBUTION IN FIGURES (MSP)

THIS CHART CONTAINS MAGNETIC ATTRIBUTION IN FIGURES (MSP).
The Maximum Elevation Figure shown in quadrangles bounded by ticked lines of latitude and longitude are represented in THOUSANDS and HUNDREDS of feet above mean sea level (MSL). This is the highest elevation available concerning the highest terrain feature in each quadrangle, including terrain and obstructions (trees, towers, antennas, etc.).

Example: 12,500 feet . . . . . 12[5]

REGULATIONS REGARDING FLIGHTS OVER CHARTED NATIONAL PARK SERVICE AREAS, U.S. FISH AND WILDLIFE SERVICE AREAS, BUREAU OF LAND MANAGEMENT AREAS AND U.S. FOREST SERVICE AREAS

The landing of aircraft is prohibited on lands or waters administered by the National Park Service, U.S. Fish and Wildlife Service, Bureau of Land Management, or U.S. Forest Service except at locations designated for aircraft use without authorization from the responsible agency. Exceptions to this restriction are: "(1) Aircraft operations beyond the control of the operator, (2) an officially designated landing area, or (3) an approved official business of the Federal Government, State or local governments, or emergency rescue and subsistence flights." Affected areas include Yellowstone National Park, Bighorn Canyon National Recreation Area, Grand Teton National Park, Glacier National Park, Missoula Aviation Management Area, Sawtooth National Recreation Area, Craters of the Moon National Monument, and Hells Canyon National Recreation Area. Flights in these areas are governed by the Agencies' FAA Advisory Circular (AC) 91-36, "Visual Flight Rules (VFR) Flight Near Noise-Sensitive Areas," defines VFR flight procedures recommended to pilots to minimize the impact of aircraft noise on park and wilderness visitors. Pilots flying under VFR flight rules are requested to maintain an altitude of 2,000 feet above the ground when flying over the above areas unless necessary for takeoff or landing. Exceptions include: "(1 emergencies involving the safety of human life, or (2 threat of serious property loss.

Boundary of Agency Areas

CENTRAL TOWER FREQUENCIES ON BILLINGS SECTIONAL CHART

Airports with control towers are shown in the basic VHF/UHF (No. 2) Sectional. Alternate VHF/UHF tower frequency(ies) information for such towers is listed in the table below. Operational hours are found near the primary VHF and UHF tower and ground control frequencies are listed.

Automatic Terminal Information Service (ATIS) frequencies shown on the face of the chart are primary VHF/UHF frequencies. All ATIS frequencies are listed in the table below. ATIS operational hours may differ from tower operational hours.

ASR and/or PAR indicate facility Instrument Approach available.

(L) indicates Limited Hours of Operation.
(CT) indicates other than.

CONTROL TOWER	OPERATES	TOWER	GND CON	ATIS	ASR/PAR
BILLINGS LOGAN INTL	0600-2200 (L)	118.3 (L)	121.9 (L)	128.4	ASR/PAR
BILLINGS OPEN SKIES	0600-2200 (L)	120.2 (L)	121.9 (L)		
HAVOC AFB	0600-1630 (M-F)	135.65	255.8	378.9	
	1630-0600 (M-F)				
HAVOC AFB	0600-1630 (M-F)	135.65 (AF)	255.8	378.9	

CLASS B, CLASS C, TRSA, AND SELECTED APPROACH CONTROL FREQUENCIES

FACILITY	FREQUENCIES	SERVICE AVAILABILITY
BILLINGS LOGAN INTL CLASS C	118.3 (L) 255.8 (L) 378.9 (L) 135.65 (AF)	COMMISSIONED
HAVOC AFB	135.65 (AF) 255.8 (AF) 378.9 (AF)	COMMISSIONED

SPECIAL USE AIRSPACE ON BILLINGS SECTIONAL CHART

Unless otherwise specified, altitudes are MSL
ARP and ARTCC are abbreviations for "Airport Reference Point" and "Air Route Traffic Control Center"
"H-24" indicates hours "O and Including"
"SS-SR" indicates sunset-sunrise
Part-time hours may be established by NOTAM

U.S. P-PROHIBITED, R-RESTRICTED, W-WARNING, A-ALERT, MOA-MILITARY OPERATIONS AREA

NOS NAME	ALTITUDES	TIME OF USE	CONTROLLING AGENCY/ CONTACT FACILITY	FREQUENCIES
DEVILS LAKE MOA	4500	0700(0730)-0130(0200)	MINNEAPOLIS ARTCC	127.25 135.5
GAP A HIGH	18000 - 60000	BY NOTAM 2 HRS IN ADVANCE	SALT LAKE CITY ARTCC	132.45 377.45
GAP A LOW	SFC - 18000 MSL EXCLUDES AIRSPACE WITHIN POWDER RIVER 1A LOW MOA	BY NOTAM 2 HRS IN ADVANCE	SALT LAKE CITY CNTR	132.45 377.45
GAP B HIGH	18000 - 60000	BY NOTAM 2 HRS IN ADVANCE	SALT LAKE CITY ARTCC	132.45 377.45
GAP B LOW	SFC - 18000 MSL EXCLUDES AIRSPACE WITHIN POWDER RIVER 1B LOW MOA	BY NOTAM 2 HRS IN ADVANCE	SALT LAKE CITY CNTR	132.45 377.45
GAP C HIGH	18000 - 60000	BY NOTAM 2 HRS IN ADVANCE	SALT LAKE CITY ARTCC	132.45 377.45
POWDER RIVER 1A HIGH	11000 - 18000	BY NOTAM 2 HRS IN ADVANCE	SALT LAKE CITY CNTR	132.45 377.45
POWDER RIVER 1A LOW	SFC-10000 EXCLUDES AIRSPACE WITHIN GILLETTE ARPT 5SM RADIUS	MON-FRI 0700-2300 SAT-SUN 0800-2300 PR BY NOTAM 2 HRS IN ADVANCE	SALT LAKE CITY CNTR	132.45 377.45
POWDER RIVER 1B HIGH	11000 - 18000	BY NOTAM 2 HRS IN ADVANCE	SALT LAKE CITY CNTR	132.45 377.45
POWDER RIVER 1B LOW	SFC-10000 EXCLUDES AIRSPACE WITHIN GILLETTE ARPT 5SM RADIUS	MON-FRI 0700-2300 SAT-SUN 0800-2300 PR BY NOTAM 2 HRS IN ADVANCE	SALT LAKE CITY CNTR	132.45 377.45
POWDER RIVER 1C HIGH	11000 - 18000	BY NOTAM 2 HRS IN ADVANCE	SALT LAKE CITY CNTR	132.45 377.45
POWDER RIVER 1C LOW	SFC-10000 EXCLUDES AIRSPACE WITHIN GILLETTE ARPT 5SM RADIUS	MON-FRI 0700-2300 SAT-SUN 0800-2300 PR BY NOTAM 2 HRS IN ADVANCE	SALT LAKE CITY CNTR	132.45 377.45
POWDER RIVER 1D HIGH	11000 - 18000	BY NOTAM 2 HRS IN ADVANCE	SALT LAKE CITY CNTR	132.45 377.45
POWDER RIVER 1D LOW	SFC-10000 EXCLUDES AIRSPACE WITHIN GILLETTE ARPT 5SM RADIUS	MON-FRI 0700-2300 SAT-SUN 0800-2300 PR BY NOTAM 2 HRS IN ADVANCE	SALT LAKE CITY CNTR	132.45 377.45
POWDER RIVER 2 HIGH	11000 - 18000	BY NOTAM 2 HRS IN ADVANCE	SALT LAKE CITY CNTR	132.45 377.45
POWDER RIVER 2 LOW	SFC-10000 EXCLUDES AIRSPACE WITHIN GILLETTE ARPT 5SM RADIUS	MON-FRI 0700-2300 SAT-SUN 0800-2300 PR BY NOTAM 2 HRS IN ADVANCE	SALT LAKE CITY CNTR	132.45 377.45
POWDER RIVER 3 HIGH	11000 - 18000	BY NOTAM 2 HRS IN ADVANCE	SALT LAKE CITY CNTR	132.45 377.45
POWDER RIVER 3 LOW	SFC-10000 EXCLUDES AIRSPACE WITHIN GILLETTE ARPT 5SM RADIUS	MON-FRI 0700-2300 SAT-SUN 0800-2300 PR BY NOTAM 2 HRS IN ADVANCE	SALT LAKE CITY CNTR	132.45 377.45
POWDER RIVER 4 HIGH	11000 - 18000	BY NOTAM 2 HRS IN ADVANCE	SALT LAKE CITY CNTR	132.45 377.45
POWDER RIVER 4 LOW	SFC-10000 EXCLUDES AIRSPACE WITHIN GILLETTE ARPT 5SM RADIUS	MON-FRI 0700-2300 SAT-SUN 0800-2300 PR BY NOTAM 2 HRS IN ADVANCE	SALT LAKE CITY CNTR	132.45 377.45
POWDER RIVER 5 HIGH	11000 - 18000	BY NOTAM 2 HRS IN ADVANCE	SALT LAKE CITY CNTR	132.45 377.45
POWDER RIVER 5 LOW	SFC-10000 EXCLUDES AIRSPACE WITHIN GILLETTE ARPT 5SM RADIUS	MON-FRI 0700-2300 SAT-SUN 0800-2300 PR BY NOTAM 2 HRS IN ADVANCE	SALT LAKE CITY CNTR	132.45 377.45
POWDER RIVER 6 HIGH	11000 - 18000	BY NOTAM 2 HRS IN ADVANCE	SALT LAKE CITY CNTR	132.45 377.45
POWDER RIVER 6 LOW	SFC-10000 EXCLUDES AIRSPACE WITHIN GILLETTE ARPT 5SM RADIUS	MON-FRI 0700-2300 SAT-SUN 0800-2300 PR BY NOTAM 2 HRS IN ADVANCE	SALT LAKE CITY CNTR	132.45 377.45
POWDER RIVER 7 HIGH	11000 - 18000	BY NOTAM 2 HRS IN ADVANCE	SALT LAKE CITY CNTR	132.45 377.45
POWDER RIVER 7 LOW	SFC-10000 EXCLUDES AIRSPACE WITHIN GILLETTE ARPT 5SM RADIUS	MON-FRI 0700-2300 SAT-SUN 0800-2300 PR BY NOTAM 2 HRS IN ADVANCE	SALT LAKE CITY CNTR	132.45 377.45
POWDER RIVER 8 HIGH	11000 - 18000	BY NOTAM 2 HRS IN ADVANCE	SALT LAKE CITY CNTR	132.45 377.45
POWDER RIVER 8 LOW	SFC-10000 EXCLUDES AIRSPACE WITHIN GILLETTE ARPT 5SM RADIUS	MON-FRI 0700-2300 SAT-SUN 0800-2300 PR BY NOTAM 2 HRS IN ADVANCE	SALT LAKE CITY CNTR	132.45 377.45
POWDER RIVER 9 HIGH	11000 - 18000	BY NOTAM 2 HRS IN ADVANCE	SALT LAKE CITY CNTR	132.45 377.45
POWDER RIVER 9 LOW	SFC-10000 EXCLUDES AIRSPACE WITHIN GILLETTE ARPT 5SM RADIUS	MON-FRI 0700-2300 SAT-SUN 0800-2300 PR BY NOTAM 2 HRS IN ADVANCE	SALT LAKE CITY CNTR	132.45 377.45
POWDER RIVER 10 HIGH	11000 - 18000	BY NOTAM 2 HRS IN ADVANCE	SALT LAKE CITY CNTR	132.45 377.45
POWDER RIVER 10 LOW	SFC-10000 EXCLUDES AIRSPACE WITHIN GILLETTE ARPT 5SM RADIUS	MON-FRI 0700-2300 SAT-SUN 0800-2300 PR BY NOTAM 2 HRS IN ADVANCE	SALT LAKE CITY CNTR	132.45 377.45
POWDER RIVER 11 HIGH	11000 - 18000	BY NOTAM 2 HRS IN ADVANCE	GRAND CNTR	127.65 128.3
POWDER RIVER 11 LOW	SFC-10000 EXCLUDES AIRSPACE WITHIN GILLETTE ARPT 5SM RADIUS	MON-FRI 0700-2300 SAT-SUN 0800-2300 PR BY NOTAM 2 HRS IN ADVANCE	GRAND CNTR	127.65 128.3
POWDER RIVER 12 HIGH	11000 - 18000	BY NOTAM 2 HRS IN ADVANCE	SALT LAKE CITY CNTR	132.45 377.45
POWDER RIVER 12 LOW	SFC-10000 EXCLUDES AIRSPACE WITHIN GILLETTE ARPT 5SM RADIUS	MON-FRI 0700-2300 SAT-SUN 0800-2300 PR BY NOTAM 2 HRS IN ADVANCE	SALT LAKE CITY CNTR	132.45 377.45
POWDER RIVER 13 HIGH	11000 - 18000	BY NOTAM 2 HRS IN ADVANCE	MINNEAPOLIS CNTR	124.25 346.97 354.1
POWDER RIVER 13 LOW	SFC-10000 EXCLUDES AIRSPACE WITHIN GILLETTE ARPT 5SM RADIUS	MON-FRI 0700-2300 SAT-SUN 0800-2300 PR BY NOTAM 2 HRS IN ADVANCE	MINNEAPOLIS CNTR	124.25 346.97 354.1

*Altitudes vicinity Sioux Falls, SD MOAs extend to 60 NM and to 18,000 MSL when otherwise indicated or activated on an Open Notice Area by Sioux Falls ARTCC.

CAUTION: This chart is primarily designed for VFR navigational purposes and does not purport to indicate the presence of all power transmission and telecommunication lines, terrain or obstacles which may be encountered below reasonable and safe altitudes.

CAUTION: Severe turbulence may occur over rugged terrain. See AIM.

BILLINGS

BILLINGS